1956-1957

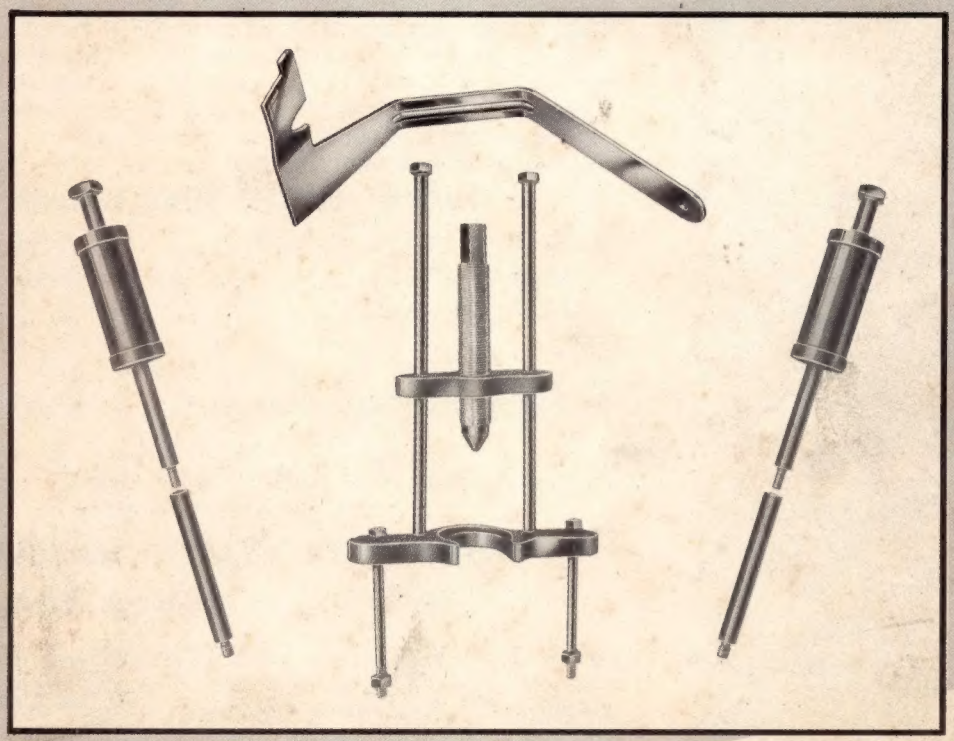
JETAWAY AND STRATOFLITE HYDRA-MATIC TRANSMISSION

SERVICE TOOLS

FOR

OLDSMOBILE JETAWAY • PONTIAC STRATOFLITE CADILLAC HYDRA-MATIC

Catalog No. AD-432

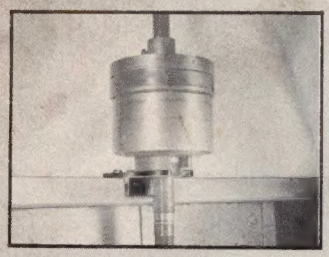


ANDERSON AUTOMOTIVE SUPPLY, INC.
1600 MAIN STREET
ANDERSON, INDIANA

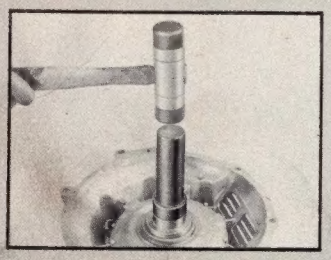
New Britain HAND TOOLS

THE NEW BRITAIN MACHINE CO., NEW BRITAIN, CONN., U.S.A.

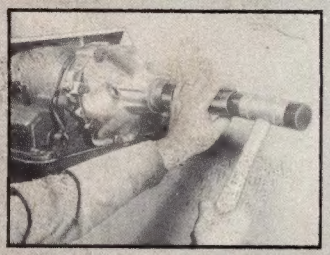
AJ-1



AJ-2

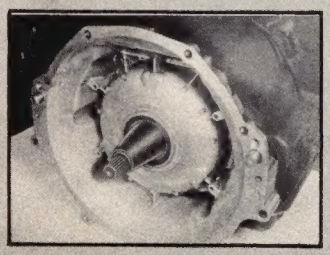


ASD-3



ASD-8

AJ-3



New Britain

CLUTCH UNIT HOLDING FIXTURE

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Positions the clutch unit for easy assembly and disassembly. Durable steel castings. Rustproof Black Oxide finish. Used as illustrated.

Part No.	Weight
AJ-1	**3 lbs. 1 oz.**

FLYWHEEL HOUSING OIL SEAL INSTALLER

For 1956-57 Cadillac, Oldsmobile, Pontiac, and Nash. Permits easy installation of oil seal. Prevents seal distortion that causes oil leakage. Used with Seal Driver Adapter Handle as illustrated.

Part No.	Weight
AJ-2	**1 lb. 4 oz.**

OUTPUT SHAFT SEAL DRIVER

For 1946-57 Cadillac, 1949-55 Lincoln, 1952-57 Oldsmobile, 1956-57 Pontiac and Nash. Used with Seal Driver Adapter Handle as illustrated.

Part No.	Weight
ASD-3	**15 oz.**

SEAL DRIVER ADAPTER HANDLE

Used as driver handle for the seal drivers described above.

Part No.	Weight
ASD-8	**2 lbs. 8 oz.**

FLYWHEEL HOUSING OIL SEAL PROTECTOR

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Protector is made from soft plastic to prevent damage to seal and bushing during disassembly and assembly operation. Used as illustrated.

Part No.	Weight
AJ-3	**1 lb. 8 oz.**

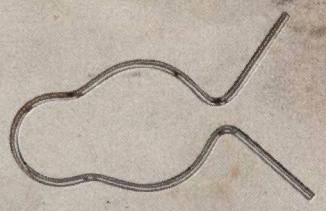
New Britain

REVERSE DRIVE FLANGE RETAINER

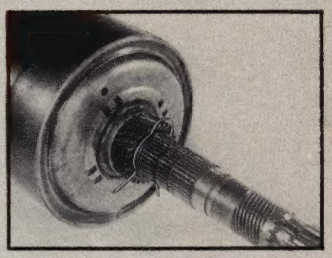
For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Prevents the selective washer from dropping out of position while assembling the transmission. Made of durable spring steel.

Part No.	Weight
AJ-4	**1 oz.**

Instructions: Install the reverse flange and selective washer to the transmission output shaft. Install a snap ring in the lower snap ring groove. Position the reverse drive flange retainer between the snap ring and the reverse center gear to retain the selective washer in position.



AJ-4

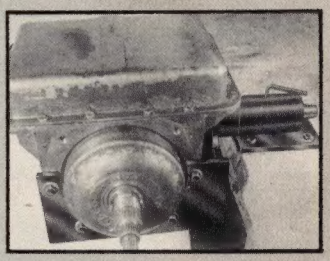


TRANSMISSION HOLDING FIXTURE

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Enables mechanic to work on all parts and sides of the transmission conveniently. Transmission can be rotated full 360° and can be held stationary in any of four positions. Speeds up the job because the part you are working on is always in front of you! This sturdy tool is made of heavy guage sheet steel and is built for many years of hard service. Has Black Oxide finish to prevent rust.

Part No.	Weight
AJ-5	**16 lbs. 4 oz.**

AJ-5

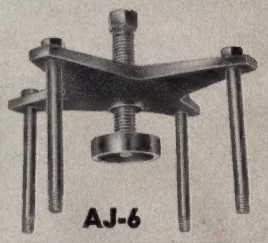


FRONT UNIT COUPLING COVER REMOVER

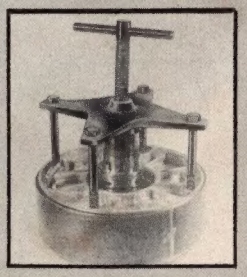
For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used to remove the cover from the front unit coupling. Pulls the cover evenly and protects precision parts.

Part No.	Weight
AJ-6	**2 lbs. 15 oz.**

Instructions: Remove the front unit coupling snap ring retainer. Install the two front unit coupling valve retainers. Position the coupling cover remover as shown in illustration. Install the four attaching bolts. Tighten the center draw bolt to separate the cover from the front unit coupling.



AJ-6

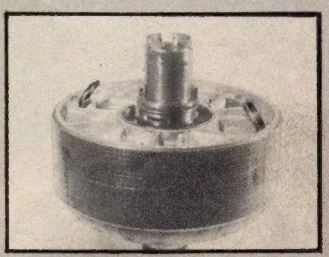


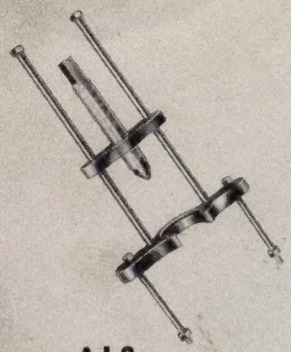
FRONT UNIT COUPLING VALVE RETAINER

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used as illustrated, in conjunction with the coupling cover remover described above to prevent damage to the exhaust valves and the coupling.

Part No.	No. of Carton	Weight
AJ-7	**Set of 2**	**1 oz.**

AJ-7





AJ-8

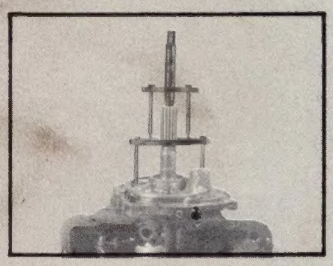
SPEEDOMETER GEAR AND REAR PUMP PULLER

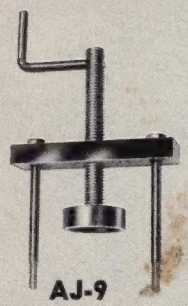
For 1956-57 Oldsmobile, Pontiac and Nash. Puller is designed to remove Speedometer gear and rear oil pump with a minimum of effort. Prevents damage to the rear pump and machined surfaces. Sturdy steel construction.

Part No.	Weight
AJ-8	**3 lbs. 7 oz.**

Instructions: To remove Oldsmobile speedometer drive gear, position the tool as shown in illustration. Tighten the center draw bolt.

To remove the Pontiac, Oldsmobile and Nash rear oil pump, first remove two rear oil pump attaching bolts. Thread the puller bolts into the rear oil pump and tighten the center draw bolt.





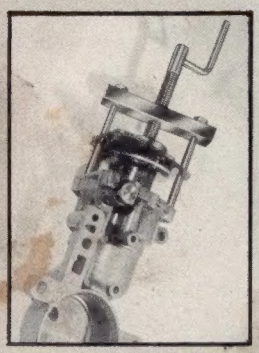
AJ-9

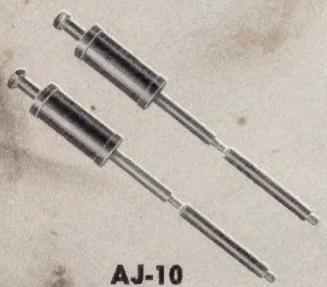
ACCUMULATOR COVER REMOVER AND INSTALLER

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used to remove and install the accumulator cover preventing the possibility of personal injury or damage to parts.

Part No.	Weight
AJ-9	**1 lb. 1 oz.**

Instructions: Remove two accumulator cover attaching bolts. Position the accumulator cover and installer as shown in illustration. Remove the remaining accumulator attaching bolts.





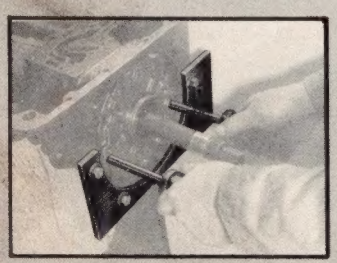
AJ-10

SLIDE HAMMERS

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used to remove and replace front pump. When used with adapters, can be used to remove the case center support and rear pump. This multi-purpose tool is made of cast steel. Black Oxide finish prevents rust.

Part No.	Weight
AJ-10	**2 lbs.**

Instructions: (1) To remove front pump, first remove two pump cover screws as shown in illustration. Screw the puller bolts into these holes. (2) To remove case center support, attach adapters to puller bolts and screw the assembly into the threaded holes of case center support. (3) To remove rear pump, first remove two rear pump attaching bolts. Screw the slide hammer into the pump bolt holes.

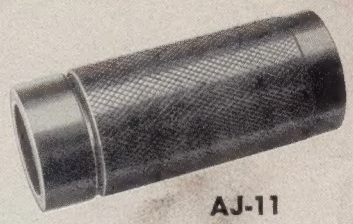


MAIN SHAFT END PLAY CHECKING FIXTURE

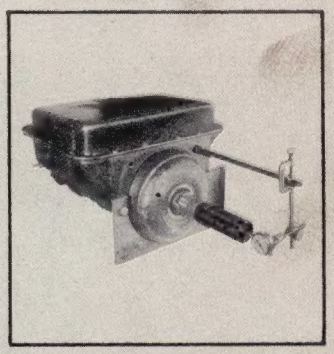
For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Designed for use with Dial Indicator and Dial Indicator Extention Rod to check main shaft end play. Use of the end play checking fixture will prevent side play and provide for an accurate end play measurement.

Part No.	Weight
AJ-11	**2 lbs. 7 oz.**

Instructions: Slide the collar on to the transmission main shaft. Install the Tru-Arc ring. Assemble the mainshaft end play checking fixture to the collar and tighten securely. An end play reading may be taken by push-pull movement of the checking fixture.



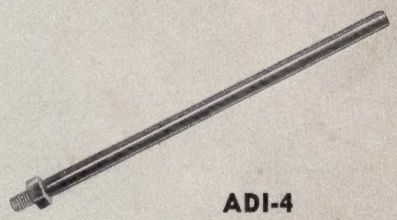
AJ-11



DIAL INDICATOR EXTENSION ROD

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used to support the Dial Indicator for checking main shaft end play. To be used with the Mainshaft End Play Checking Fixture and the Dial Indicator as shown in illustration.

Part No.	Weight
ADI-4	**10 oz.**

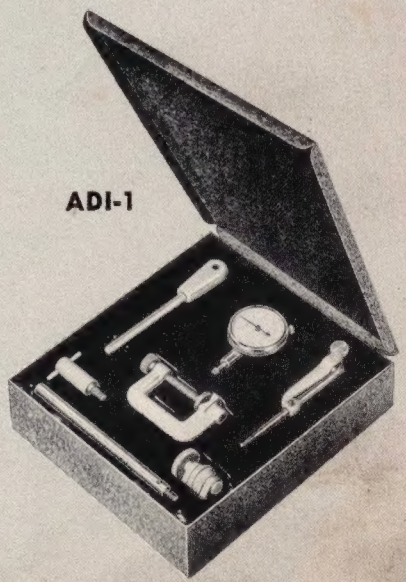


ADI-4

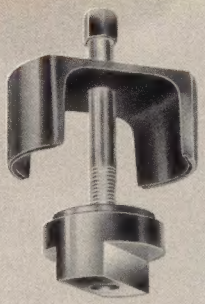
DIAL INDICATOR

For all automatic transmissions. The dial indicator is used to detect governor runout, torus cover hub runout, and, in conjunction with the Dial Indicator Extension Rod and Mainshaft End Play Checking Tool as shown in illustration, to check mainshaft end play in all Hydra-matic transmissions. In addition, this handy Gauge is useful for many other service operations on Hydra-matic and other automatic transmissions, as well as during repair of engines, differentials, standard transmissions, clutches, etc., in accordance with car manufacturers' instructions.

Part No.	Weight
ADI-1	**3 lbs. 4 oz**



ADI-1



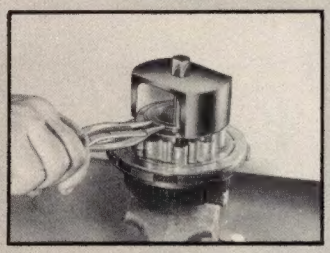
AJ-12

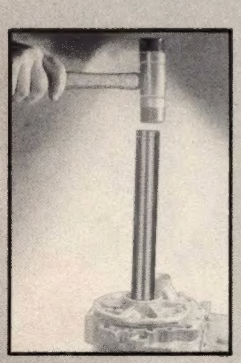
REAR CLUTCH SPRING COMPRESSOR

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used to facilitate removal and replacement of the rear clutch retainer snap ring. A real time saver.

Part No.	Weight
AJ-12	**4 lbs.**

Instructions: Place the draw block in a vise. Position clutch assembly as shown in illustration. Place bridge over clutch spring retainer and insert draw bolt thru bridge. Then tighten draw bolt slowly until clutch springs are compressed sufficiently to permit removal of snap rings.



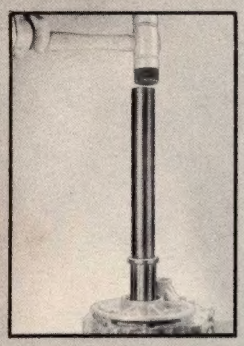


AJ-13

REAR OIL PUMP BEARING AND SPEEDOMETER GEAR INSTALLER

For 1956-57 Oldsmobile, Pontiac and Nash. Used to install the rear oil pump bearing and the Oldsmobile Speedometer Gear as shown in illustration. Made of sturdy tubular alloy steel. Black Oxide rust-proof finish.

Part No.	Weight
AJ-13	**2 lbs. 2 oz.**

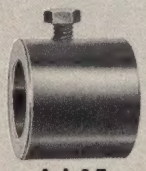


AJ-14

SPEEDOMETER GEAR LOCATING GAUGE

For 1956-57 Oldsmobile. Used to accurately position the Speedometer drive gear on the transmission output shaft as illustrated.

Part No.	Weight
AJ-14	**5 oz.**

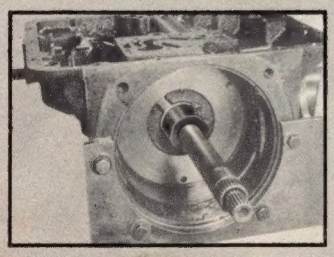


AJ-15

REAR UNIT CLUTCH RETAINER

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used as illustrated to keep parts assembled when removing and installing the transmission rear unit neutral clutch and case center support. A necessity to the proper assembly of the transmission.

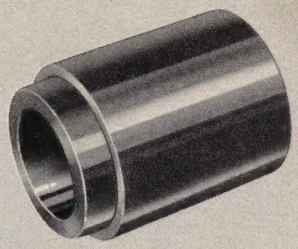
Part No.	Weight
AJ-15	**1 lb.**



FRONT UNIT END PLAY CHECKING GAUGE

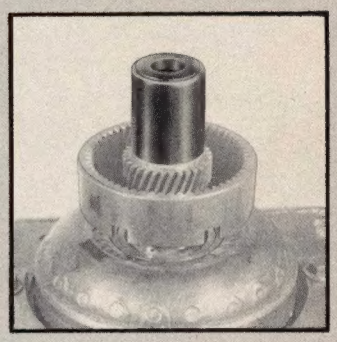
For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used to accurately determine the correct selective spacer for the front planetary gear train.

Part No.	Weight
AJ-16	**1 lb. 5oz.**



AJ-16

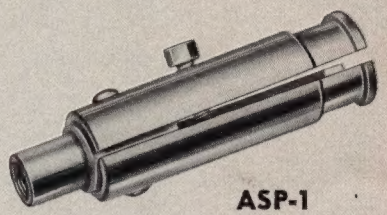
Instructions: Install the front unit coupling. Place a #1 (.069-.071) selective spacer on the driver torus shaft. (This spacer is used for gauging purposes only.) Install the front unit internal gear, bronze thrust washer (with two lugs) and steel spacer (internally splined). Install the front unit sun gear, steel washer and bronze washer. Install a Tru-Arc snap ring in the groove nearest the bronze washer. Position the front unit end play checking gauge as shown in illustration. Press in the checking gauge inner and outer sleeves to be sure that the gauge and all parts are seated. Select a spacer that will be flush with the inner sleeve of the gauge when installed on the outer sleeve. This spacer will be used to replace the #1 spacer when assembling the transmission.



SEAL PULLER

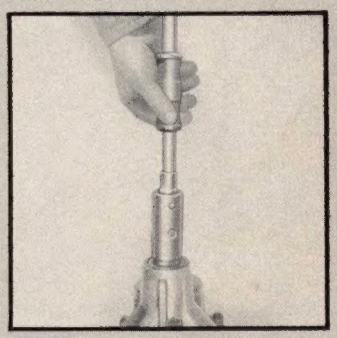
For 1946-57 Cadillac, 1952-57 Oldsmobile, 1949-54 Lincoln, 1956-57 Pontiac and Nash. Used in conjunction with slide hammer, the Seal Puller permits quick removal of the rear bearing retainer oil Seal. May be used with transmission in or out of vehicle.

Part No.	Weight
ASP-1	**2 lbs. 5 oz.**



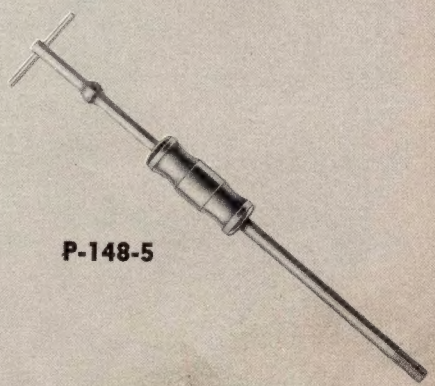
ASP-1

Instructions: Back off spreader bolt, allowing Seal Puller leaves to close. Insert Puller around transmission output shaft and into rear bearing retainer oil seal as shown in illustration. Tighten spreader bolt, opening Puller leaves until flanges lock securely into oil seal, and install slide hammer shaft on threaded Puller hub. A few sharp blows of slide hammer will then extract oil seal from housing.

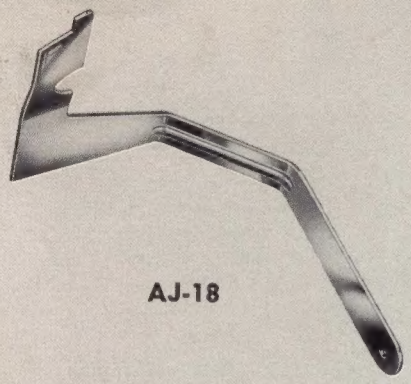


SLIDE HAMMER ONLY

Part No.		Weight
P-148-5	Used with Seal Puller Described Above.	**4 lbs. 12 oz.**



P-148-5

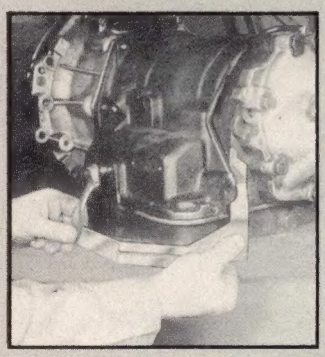


AJ-18

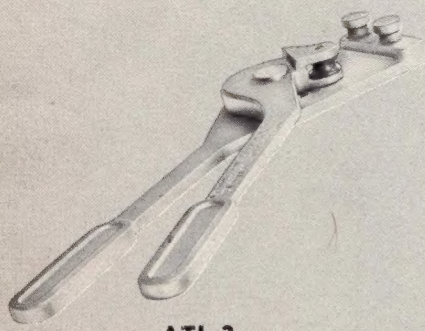
THROTTLE LINKAGE GAUGE

For 1956-57 Oldsmobile. Used to accurately measure the angle of the outer throttle lever. Rigid steel construction assures accurate measurement.

Part No.	Weight
AJ-18	**8 oz.**



Instructions: Remove the clip and throttle rod from the throttle lever on the side of the transmission. While holding the throttle lever toward the rear of the transmission, position the throttle linkage gauge with the vertical member against the machined surface of the transmission case as shown in the illustration. The hole in the throttle lever must be in direct alignment with the hole in the gauge. If the holes do not line up, the throttle lever must be bent using the Universal Throttle Arm Bender.

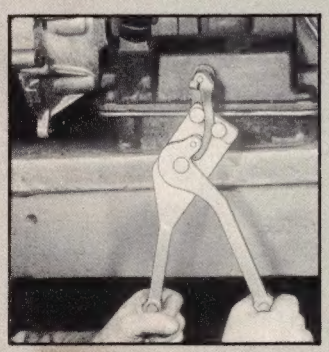


ATL-3

UNIVERSAL THROTTLE ARM BENDER

For all 1956-57 Oldsmobile. Also used on all 1946-55 Hydra-matic transmissions except 1955 Pontiac. The Universal Throttle Arm Bender is used during adjustment of throttle linkage to adjust position of transmission outer throttle arm, insuring proper relationship between movement of carburetor throttle valve and transmission throttle arm throughout entire driving range. Four-position slip joint permits adjustment of Tool for bending any Hydra-matic throttle arm.

Part No.	Weight
ATL-3	**3 lbs. 4 oz.**



Instructions: To bend throttle arm toward rear of transmission, place Bender with lugs facing away from transmission slide cover and engage throttle arm as shown in illustration. Bend arm by pressing Tool handles firmly together. To bend throttle arm in opposite direction, position Bender so lugs face transmission side cover. Throttle arm should be bent only far enough to align hole in arm with Throttle Linkage Gauge.

OIL PRESSURE GAUGE

For all automatic transmissions. Proper operation of the HYDRA-MATIC and other automatic transmissions is dependent upon correct oil pressure at all operating speeds in all driving ranges and under all driving conditions. The Gauge is used to determine whether oil pressures are within car manufacturers' specifications and as an aid to diagnosing various transmission troubles. Reading up to 300 lbs. pressure, this Gauge has a 3½" face with colored scale graduations for easier reading and incorporates a damper to absorb minor pressure surges, providing greater accuracy and preventing damage to Gauge. Complete with adapters and fittings for all automatic transmissions, 18" flexible hose and quick-change coupling to facilitate installation. All packed in a sturdy metal case. Gauge is durable and accurate, provides large capacity for a variety of tests.

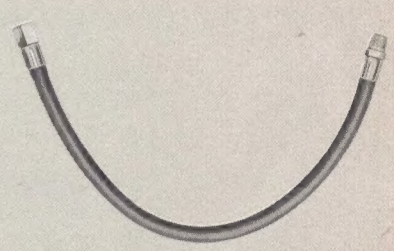
Part No.	Weight
AOP-1	**3 lbs. 4 oz.**

AOP-1

OIL PRESSURE GAUGE EXTENSION HOSE

For all automatic transmissions. Used to take an oil pressure reading when road testing the vehicle.

Part No.	Length	Weight
AOP-2	**6'**	**4 oz.**



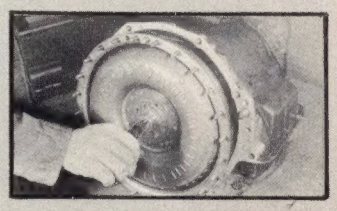
AOP-2

TRU-ARC PLIERS NO. 2

For 1956-57 Cadillac, Oldsmobile, Pontiac and Nash. Used to remove and replace tru-arc snap rings throughout the transmission.

Part No.	Weight
P-52	**2 oz.**

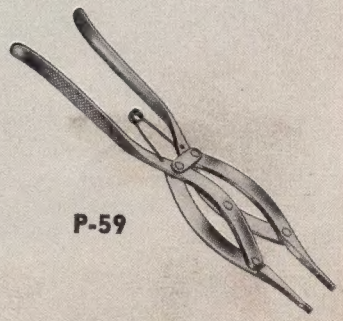
P-52



SNAP RING PLIERS

Pliers remove snap rings quickly and easily without damaging snap rings or bearing surfaces.

Part No.	Weight
P-59	**4 oz.**



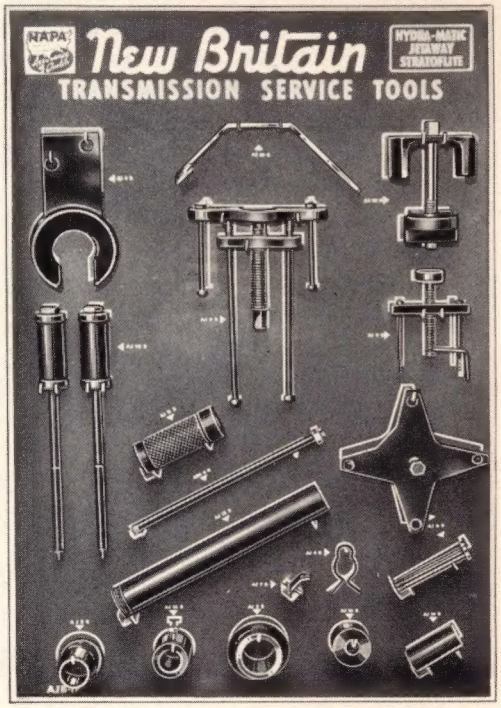
P-59

AUTOMATIC TRANSMISSION TOOL SERVICE KIT BOARDS
for Mechanics

Complete Service Kit Boards for Automatic transmission Tools keep these specialized tools always within easy reach. When prominently displayed in a repair shop, they advertise to the car owners that this is a progressive shop with up to date tools and know how.

AJB-17
HYDRA-MATIC SERVICE TOOL BOARD
1956-57 Oldsmobile, Pontiac, and Cadillac

Part No.	Description
AJB-17	Service Kit Board Complete with 17 Tools
ADI-4	Dial Indicator Extension Rod
AJ-1	Clutch Unit Holding Fixture
AJ-2	Flywheel Housing Oil Seal Installer
AJ-3	Flywheel Housing Oil Seal Protector
AJ-4	Reverse Drive Flange Retainer
AJ-6	Front Unit Coupling Cover Remover
AJ-7	Front Unit Coupling Valve Retainer
AJ-8	Speedometer Gear and Rear Pump Puller
AJ-9	Accumulator Cover Remover and Installer
AJ-10	Slide Hammers
AJ-11	Main Shaft End Play Checking Fixture
AJ-12	Rear Clutch Spring Compressor
AJ-13	Rear Oil Pump Bearing and Speedometer Gear Installer
AJ-14	Speedometer Gear Locating Gauge
AJ-15	Rear Unit Clutch Retainer
AJ-16	Front Unit End Play Checking Gauge
AJ-18	Throttle Linkage Gauge
AJBB-17	Display Board Only



New Britain, the leading manufacturer of automatic transmission tools, now offers 5 complete Service Kit Boards for all these automatic transmissions.

Part No.	Description
HTB-26	Service Kit Board with 26 Hydra-Matic Transmission Service Tools
ACT-1	Front & Rear Clutch Tester
ADI-2	Dial Indicator Extension Rod
AFP-1	Front Planetary Holder
AFP-2	Front Pump Holder
AGS-1	Governor Sleeve Aligning Tool
AH-10	Hydra-Matic Front & Rear Band Adjusting Tool (External)
AH-11	Hydra-Matic Front Band Adjusting Tool (Internal)
AH-12	Hydra-Matic Rear Band Adjustment Gauge (Internal)

HTB-26
HYDRA-MATIC SERVICE TOOL BOARD
1946-55 Oldsmobile, Cadillac, Pontiac, Lincoln, Nash and Hudson

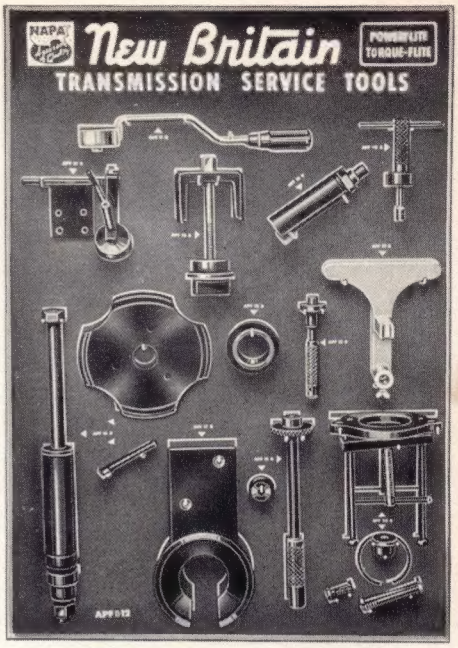
Part No.	Description
AME-1	Main Shaft End Play Checking Tool
AMS-1	Open-Type Snap Ring Remover
AOD-1	Oil Delivery Sleeve Ring Compressor
ARC-1	Rear Clutch Retaining Bracket
ARC-2	Multi-Purpose Clutch Spring Compressor
ARC-3	Reverse Cone Clutch Installer
ARS-1	Rear Servo Spring Compressor
ARU-1	Rear Unit Holding Tool
AS-1	Speedometer Drive Gear Spacer Gauge
ASD-3	Output Shaft Seal Driver
ASD-4	Output Shaft Seal Driver
ASD-7	Front Pump Seal Driver
ASD-8	Adapter Driver for ASD-3B, ASD-4B, ASD-7B
ASP-1	Seal Puller (large)
ASP-2	Seal Puller (small)
ATL-2	Universal Throttle Arm Gauge
ATL-3	Universal Throttle Arm Bender with Throttle Linkage Pins
P-59	Snap Ring Pliers
HTBB-26	Display Board only

New Britain

POWERFLITE • TORQUE-FLITE SERVICE TOOL BOARD

1953-57 Plymouth, Dodge, DeSoto, Chrysler, and Imperial Cars

Part No.	Description
APFB-12	Service Kit Board Complete with 12 Tools
APF-10	Reverse Band Adjusting Tool
APF-11	Kickdown Band Adjusting Tool
APF-12	Front Pump Seal Driver
APF-13	Manual Shaft Seal Driver
APF-14	Extension Housing Replacer
APF-15	Extension Housing Bearing Remover and Replacer
APF-16	Reaction Shaft Remover and Replacer
APF-17	Planetary Gear Train Holding Fixture
APF-18	Clutch Spring Compressor
APF-19	Valve Body Fixture
APF-20	Extension Housing Puller
APF-21	Servo Spring Compressor
APFBB-12	Display Board Only



FORDOMATIC • MERCOMATIC ADJUSTMENT TOOL BOARD

1951-57 Ford and Mercury
1956-57 Lincoln and Studebaker

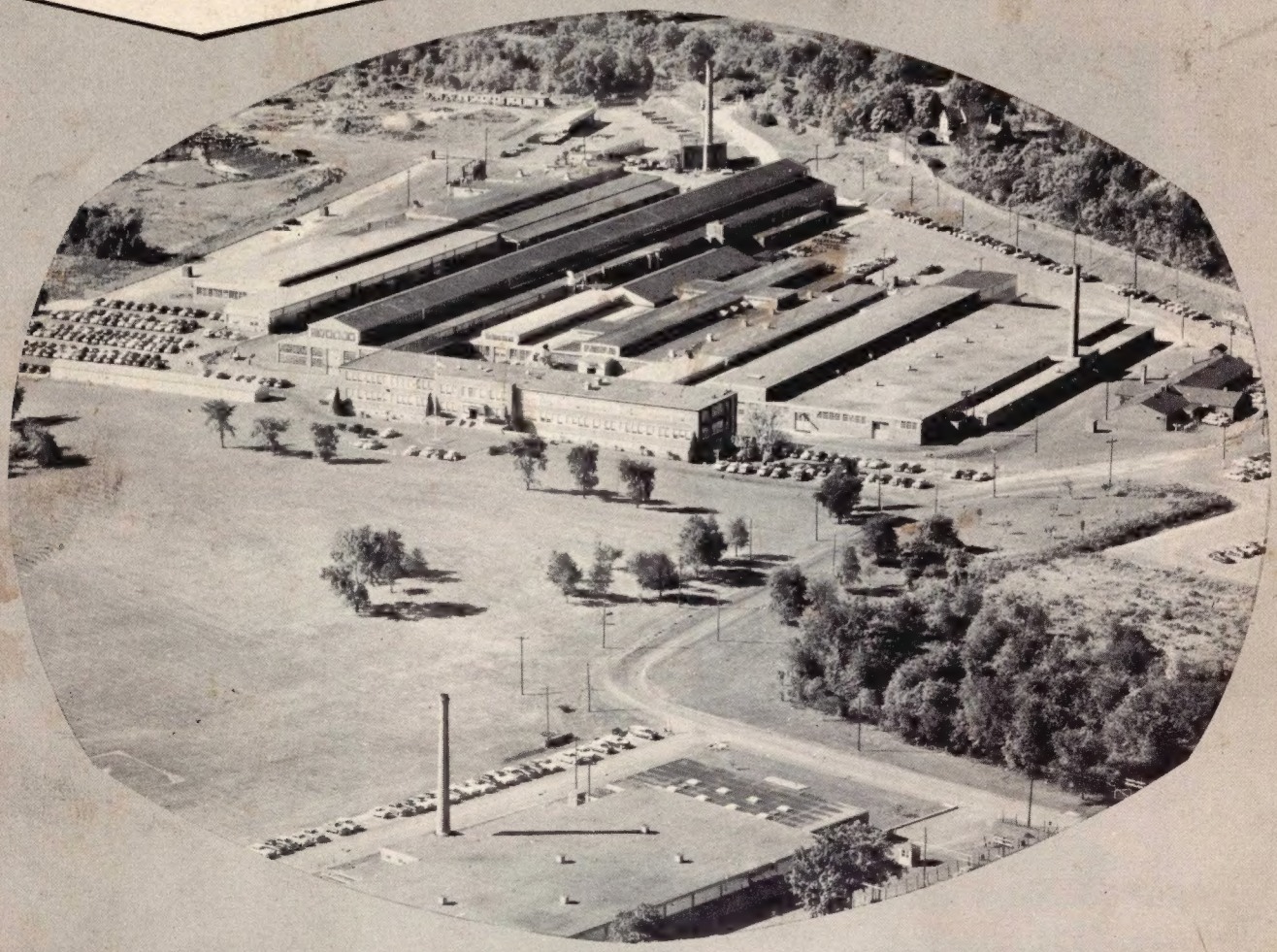
Part No.	Description
AFB-12	Service Kit Board Complete with 12 Adjustment Tools
AF-10	Front Band Adjusting Tool
AF-11	Rear Band Adjusting Tool
AF-12	Throttle Valve Stop Bending Tool
AF-13	Manual Shaft Seal Installer
AF-14	Throttle Linkage Control Pin
AF-16	Throttle Lever Protractor Gauge
AF-18	Throttle Linkage Gauge (1954)
AF-19	Throttle Linkage Gauge (1951,52,53)
ASD-4	Output Shaft Seal Driver
ASD-8	Adapter Driver For ASD-4, ASD-5, and ASD-8
ASP-2	Seal Puller
P-148-5	Slide Hammer
AFBB-12	Display Board Only

FORDOMATIC • MERCOMATIC REPAIR TOOL BOARD

1951-57 Ford and Mercury
1956-57 Lincoln and Studebaker

Part No.	Description
AFB-10	Service Kit Board Complete with 10 Repair Tools
ADI-3	Dial Indicator Extension Rod
AF-15	Stator Sprag Inner Race Replacer
AF-17	Rear Pump Discharge Tube Remover
ASD-5	Front Pump Seal Driver
AFC-1	Front Clutch Diaphragm Spring Compressor
AFC-2	Rear Clutch Spring Compressor
AFP-3	Planetary Holding Fixture
AFS-1	Output Shaft Sleeve Puller
AFS-2	Output Shaft Sleeve Installer
P-59	Snap Ring Pliers
AFBB-10	Display Board Only

THE
NEW BRITAIN
MACHINE COMPANY
NEW BRITAIN • CONN. • U.S.A.
HOME OF
New Britain
HAND TOOLS



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FORM NO. AD-432

LITHO IN U.S.A.